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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/760,491	01/21/2004	Hidenori Maeda	040013	2924

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KRATZ, QUINTOS & HANSON, LLP
1420 K Street, N.W.
Suite 400
WASHINGTON, DC 20005

EXAMINER	
ABDI, AMARA	

ART UNIT	PAPER NUMBER
2624	

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Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Office Action Summary	Application No.	Applicant(s)	
	10/760,491	MAEDA, HIDENORI	
	Examiner	Art Unit	
	Amara Abdi	2624	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

1)☒ Responsive to communication(s) filed on *26 August 2008*.

2a)☐ This action is **FINAL**. 2b)☒ This action is non-final.

3)☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

4)☐ Claim(s) *1-5,21,30,41-45 and 48-53* is/are pending in the application.

4a) Of the above claim(s) *6-20,22-29,31-40,46,47 and 54-64* is/are withdrawn from consideration.

5)☐ Claim(s) _____ is/are allowed.

6)☒ Claim(s) *1-5,21,30,41-45 and 48-53* is/are rejected.

7)☐ Claim(s) _____ is/are objected to.

8)☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

9)☐ The specification is objected to by the Examiner.

10)☒ The drawing(s) filed on *21 January 2004* is/are: a)☒ accepted or b)☐ objected to by the Examiner.

Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).

Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

11)☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

12)☒ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

a)☒ All b)☐ Some * c)☐ None of:

1.☒ Certified copies of the priority documents have been received.

2.☐ Certified copies of the priority documents have been received in Application No. _____.

3.☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

1) ☒ Notice of References Cited (PTO-892)
2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
3) ☐ Information Disclosure Statement(s) (PTO/SB/08) Paper No(s)/Mail Date _____.
4) ☐ Interview Summary (PTO-413) Paper No(s)/Mail Date. _____.
5) ☐ Notice of Informal Patent Application
6) ☐ Other: _____.

DETAILED ACTION

1. A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after final rejection. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the finality of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on August 26, 2008 has been entered.

2. Applicant's response to the last office action, filed August 26, 2008 has been entered and made of record.

3. In view of the Applicant arguments, the objection to the specification is expressly withdrawn.

4. In view of the Applicant arguments, the rejection of claims 1-5 and 30 under 35 U.S.C § 112 is expressly withdrawn.

5. In view of the Applicant amendments, the rejection of claims 51-53 under 35 U.S.C § 101 is expressly withdrawn

6. Applicant's arguments with respect to claims 1-5, 21, 30, 41-45, 48-53 have been considered but are moot in view of the new ground(s) of rejection.

Claim Objections

7. Claims 1-5 are objected to because of the following informalities:

Claim 1, line 5, "a destination information acquiring section ***the*** acquires" should be changed to "a destination information acquiring section ***that*** acquires".

Appropriate correction is required.

Claim Rejections - 35 USC § 103

8. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

> (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.

9. Claims 1-5, 21, 41-45, and 48-53 are rejected under 35 U.S.C. 103(a) as being unpatentable over Nakano et al. (US 6,430,499) in view of Smith et al. (US 6,184,823).

(1) Regarding claim 1:

Nakano et al. disclose a cartographic information providing system for carrying out map display (col. 1, lines 10-11), comprising:

a current position acquiring section that acquires a current position for the current position (col. 11, lines 41-43, and line 47-48);

a matching data acquiring section that acquires a matching data including a plurality of point information that has a coordinates information and a unique point information and represents predetermined points, and a segment information that has a unique segment information and connects the pair of point information, and representing a road with the point information and the segment information (col. 11, lines 44-47), (the road network data includes a point information and segment information);

a search section that searches for travel route on which the movable body travels based on the current position and the destination using the matching data (col. 16, lines 5-11).

a correction section that corrects the current position information so that the current position is on the road represented by the point information and the segment information of the matching data (col. 11, lines 45-47); and

a display controller (display device) that displays the travel route and overlays the current position corrected by the correction section onto the displayed travel route on the display (col. 12, lines 11-13).

However, Nakano et al. do not explicitly mention the acquiring of a destination to which the movable body travels, and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not and represents the road arrangement; and the recognizing of the relation of the point information with the other point information having the same coordinates information based on the flag information of the point information to recognize the road arrangement, and that the displays road are based on the point information and the segment information of the matching data on the display.

Smith et al. teach the acquiring of a destination to which the movable body travels (col. 25, lines 60-65), and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not (col. 23, lines 54-60) and represents

the road arrangement (col. 23, lines 60-62); and the recognizing of the relation of the point information with the other point information having the same coordinates information (col. 7, lines 59-64) based on the flag information of the point information to recognize the road arrangement (col. 18, lines 51-52), and that the displays road are based on the point information and the segment information of the matching data on the display (col. 26, lines 16-25).

It is desirable to develop navigation function that exploits the geographic database in improved way. The Smith et al. approach, where using one-bit flag is to achieve this goal. Therefore, it would have been obvious to one having ordinary skill in the art at the time of the invention, to apply the Smith et al. teaching of one-bit flag, with the Nakano et al. navigation system, because such combination develops navigation function that exploits the geographic database in improved way (col. 4, lines 8-14).

(2) Regarding claim 2:

Nakano et al. further disclose a map information processing device (column 1, line 10-11), (the map information is read as cartographic information), comprising:

a display data acquiring section that acquires a display data including an element data for an element constituting a map of a predetermined area corresponding to the matching data (column 12, line 10-13),

wherein the display controller (column 17, line 53-55), (the display controller is read as the remote controller) displays an element of the map excluding the road displayed based on a road information based on the display data (column 12, line 56-

60), (the excluding of the road network is read as the same concept as the excluding of the road displayed based on a road information).

(3) Regarding claim 3:

Nakano et al. further disclose a map information-processing device (column 1, line 10-11), wherein the matching data has a plurality of matching mesh information divided into predetermined areas (column 13, line 11-17), (it is read that the nodes and links constructing meshes),

wherein the display data has a plurality of display mesh information divided into predetermined areas (column 13, line 48-50), (the displaying of nodes and links in the link table is read as the same concept as the displaying of plurality of display mesh information), and

wherein the display controller (column 17, line 53-55), (the display controller is read as the remote controller) displays the current position overlaid onto the map based on the matching mesh information including the point information and the segment information (column 12, line 10-13), each of which generates the road information representing the road on which the corrected current position is overlaid on the display (column 11, line 45-47), and displays the map for areas other than the areas represented by the matching mesh information based on the display mesh information(column 13, line 48-50).

(4) Regarding claim 4:

Nakano et al. further disclose a map information-processing device (column 1, line 10-11), wherein the matching data has a line block information including an

information for the road arrangement associated with the plurality of the segment information that represent one road (column 16, line 5-11), (the line block is read as the route guidance from the starting point to the destination), and

wherein the display controller (column 17, line 53-55), (the display controller is read as the remote controller) uses the information for the road arrangement in the line block information to display the road and displays the map on the display(column 13, line 48-50, and column 16, line 5-11).

(5) Regarding claim 5:

Nakano et al. further disclose a map information-processing device (column 1, line 10-11), wherein the display controller generates a polyline*/8*-99 connecting the point information (column 16, line 10-11), (the plurality of route guidance from the starting point to the destination is read as polyline connection), and displays the road based on the polyline on the display (column 12, line 10-13).

(6) Regarding claim 21:

Nakano et al. disclose a map information-processing system (column 1, line 10-11), comprising:

a terminal unit including a display for displaying a current position overlaid onto a map (column 12, line 11-13); and

a map information processing device, a map information processing device being connected to the terminal unit over a network in a manner capable of sending/receiving various information (Fig.10, column 21, line 65-67, and column 22, line 30-45).

the device, comprising:

a current position acquiring section that acquires a current position information for the current position (column 11, line 41-43, and line 47-48);

a matching data acquiring section that acquires a matching data including a plurality of point information that has a coordinates information and a unique point information and represents predetermined points, and a segment information that has a unique segment information and connects the pair of point information, and representing a road with the point information and the segment information (col. 11, lines 44-47), (the road network data includes a point information and segment information);

a search section that searches for travel route on which the movable body travels based on the current position and the destination using the matching data (col. 16, lines 5-11).

a correction section that corrects the current position so that the current position is on the road represented by the point information and the segment information of the matching data (col. 11, lines 45-47); and

a display controller (display device) that displays the travel route and overlays the current position corrected by the correction section onto the displayed travel route on the display (col. 12, lines 11-13).

However, Nakano et al. do not explicitly mention the acquiring of a destination to which the movable body travels, and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not and represents the

road arrangement; and the recognizing of the relation of the point information with the other point information having the same coordinates information based on the flag information of the point information to recognize the road arrangement, and that the displays road are based on the point information and the segment information of the matching data on the display.

Smith et al. teach the acquiring of a destination to which the movable body travels (col. 25, lines 60-65), and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not (col. 23, lines 54-60) and represents the road arrangement (col. 23, lines 60-62); and the recognizing of the relation of the point information with the other point information having the same coordinates information (col. 7, lines 59-64) based on the flag information of the point information to recognize the road arrangement (col. 18, lines 51-52), and that the displays road are based on the point information and the segment information of the matching data on the display (col. 26, lines 16-25).

It is desirable to develop navigation function that exploits the geographic database in improved way. The Smith et al. approach, where using one-bit flag is to achieve this goal. Therefore, it would have been obvious to one having ordinary skill in the art at the time of the invention, to apply the Smith et al. teaching of one-bit flag, with the Nakano et al. navigation system, because such combination develops navigation function that exploits the geographic database in improved way (col. 4, lines 8-14).

(7) Regarding claims 41, 48, and 51:

Nakano et al. further disclose a map information-processing (column 1, line 10-11) method (column 9, line 5), and program (column 11, line 10-11), comprising:

acquiring a current position information for the current position (column 11, and line 47-48);

correcting the current position so that the current position based on the acquired current position is on a road represented by a point information and a segment information (column 11, line 45-47) of a matching data including the plurality of point information that has a coordinates information and a unique point information and represents predetermined points and a segment information that has a unique segment information and connects the pair of point information (column 11, line 44-47); and

a search section that searches for travel route on which the movable body travels based on the current position and the destination using the matching data (col. 16, lines 5-11).

a display controller (display device) that displays the travel route and overlays the current position corrected by the correction section onto the displayed travel route on the display (col. 12, lines 11-13).

However, Nakano et al. do not explicitly mention the acquiring of a destination to which the movable body travels, and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not and represents the road arrangement; and the recognizing of the relation of the point information with the

other point information having the same coordinates information based on the flag information of the point information to recognize the road arrangement, and that the displays road are based on the point information and the segment information of the matching data on the display.

Smith et al. teach the acquiring of a destination to which the movable body travels (col. 25, lines 60-65), and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not (col. 23, lines 54-60) and represents the road arrangement (col. 23, lines 60-62); and the recognizing of the relation of the point information with the other point information having the same coordinates information (col. 7, lines 59-64) based on the flag information of the point information to recognize the road arrangement (col. 18, lines 51-52), and that the displays road are based on the point information and the segment information of the matching data on the display (col. 26, lines 16-25).

It is desirable to develop navigation function that exploits the geographic database in improved way. The Smith et al. approach, where using one-bit flag is to achieve this goal. Therefore, it would have been obvious to one having ordinary skill in the art at the time of the invention, to apply the Smith et al. teaching of one-bit flag, with the Nakano et al. navigation system, because such combination develops navigation function that exploits the geographic database in improved way (col. 4, lines 8-14).

(8) Regarding claims 42, 49, and 52:

Nakano et al. disclose a map information (column 1, line 10-11) processing method executed by a computing section (column 9, line 5), and program (column 11, line 10-11) for displaying a current position overlaid onto a map on a display of a terminal unit (column 11, line 41-43, and line 47-48) connected to a server unit that stores a map information (column 11, line 46-47) over a network (column 22, line 64-67) in a manner capable of sending/receiving various information (column 22, line 30-45),

the map information processing method executed by the computing section, comprising the steps of:

generating a current position information for a current position at the terminal unit (column 11, line 20, and line 47-48);

acquiring the current position information at the server unit from the terminal unit over the network (column 11, line 47-48);

correcting the current position information at the server unit so that the current position is on a road represented by a point information and a segment information (column 11, line 45-47) of a matching data of the map information including the plurality of point information that has a coordinates information and a unique point information and represents predetermined points and a segment information that has a unique segment information and connects the pair of point information (column 11, line 44-47); and;

acquiring the corrected current position information and the matching data at the terminal unit from the server unit over the network (column 11, line 45-47); and

searching a travel route on which the movable body travels based on the current position and the destination using the matching data (col. 16, lines 5-11).

displaying the travel route and overlays the current position corrected by the correction section onto the displayed travel route on the display (col. 12, lines 11-13).

However, Nakano et al. do not explicitly mention the acquiring of a destination to which the movable body travels, and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not and represents the road arrangement; and the recognizing of the relation of the point information with the other point information having the same coordinates information based on the flag information of the point information to recognize the road arrangement, and that the displays road are based on the point information and the segment information of the matching data on the display.

Smith et al. teach the acquiring of a destination to which the movable body travels (col. 25, lines 60-65), and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not (col. 23, lines 54-60) and represents the road arrangement (col. 23, lines 60-62); and the recognizing of the relation of the point information with the other point information having the same coordinates information (col. 7, lines 59-64) based on the flag information of the point information to recognize the road arrangement (col. 18, lines 51-52), and that the displays road are

based on the point information and the segment information of the matching data on the display (col. 26, lines 16-25).

It is desirable to develop navigation function that exploits the geographic database in improved way. The Smith et al. approach, where using one-bit flag is to achieve this goal. Therefore, it would have been obvious to one having ordinary skill in the art at the time of the invention, to apply the Smith et al. teaching of one-bit flag, with the Nakano et al. navigation system, because such combination develops navigation function that exploits the geographic database in improved way (col. 4, lines 8-14).

(9) Regarding claims 43, 50, and 53:

Nakano et al. disclose a map information (column 11, line 29-30) processing method executed by a computing section (column 9, line 5), and program (column 11, line 10-11) for displaying a current position overlaid onto a map on a display of a terminal unit (column 11, line 41-43, and line 47-48) connected to a server unit that stores a map information (column 11, line 46-47) over a network (column 22, line 64-67) in a manner capable of sending/receiving various information (column 22, line 30-45),

the map information processing method executed by the computing section, comprising the steps of:

generating a current position for a current position at the terminal unit(column 11, line 20, and line 47-48);

acquiring a matching data (column 11, line 44-45) of the map information including a plurality of point information that has a coordinates information and a unique point information and represents predetermined points (column 16, line 10-11), and a

segment information that has a unique segment information and connects the pair of point information (column 13, line 17), (the links are read as segment information), and representing a road with the point information and the segment information (column 13, line 15-18),(the connection among the links and nodes is read as the road with a point and segment information), at the terminal unit from the server unit over the network (column 11, line 45-47);

correcting the current position information so that the current position is on the road represented by the point information and the segment information of the matching data (col. 11, lines 45-47); and

a search section that searches for travel route on which the movable body travels based on the current position and the destination using the matching data (col. 16, lines 5-11).

a display controller (display device) that displays the travel route and overlays the current position corrected by the correction section onto the displayed travel route on the display (col. 12, lines 11-13).

However, Nakano et al. do not explicitly mention the generating of a destination to which the movable body travels, and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not and represents the road arrangement; and the recognizing of the relation of the point information with the other point information having the same coordinates information based on the flag information of the point information to recognize the road arrangement, and that the

displays road are based on the point information and the segment information of the matching data on the display.

Smith et al. teach the generating of a destination to which the movable body travels (col. 25, lines 60-65), and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not (col. 23, lines 54-60) and represents the road arrangement (col. 23, lines 60-62); and the recognizing of the relation of the point information with the other point information having the same coordinates information (col. 7, lines 59-64) based on the flag information of the point information to recognize the road arrangement (col. 18, lines 51-52), and that the displays road are based on the point information and the segment information of the matching data on the display (col. 26, lines 16-25).

It is desirable to develop navigation function that exploits the geographic database in improved way. The Smith et al. approach, where using one-bit flag is to achieve this goal. Therefore, it would have been obvious to one having ordinary skill in the art at the time of the invention, to apply the Smith et al. teaching of one-bit flag, with the Nakano et al. navigation system, because such combination develops navigation function that exploits the geographic database in improved way (col. 4, lines 8-14).

(10) Regarding claim 44:

Nakano et al. further disclose a map information method (column 11, line 29-30), where the map information has the matching data (column 12, line 44-45) including the plurality of point information that has the coordinates information and the unique point

information and represents the predetermined points (column 16, line 10-11), and the segment information that has the unique segment information and connects the pair of point information (column 13, line 17), (the links are read as segment information), and representing the road with the point information and the segment information (column 13, line 15-18),(the connection among the links is read as the road with a point and segment information) and a display data including an element data for an element constituting the map of a predetermined area (column 12, line 10-13) corresponding to the matching data (column 12, line 44-45),

the map information processing method (column 11, line 29-30) executed by the computing section, comprising the steps of:

recognizing a request information for requesting the distribution of at least one of the matching data and the display data (column 20, line 12-15); and

distributing at least one of the matching data and the display data over the network based on the recognized request information (column 20, line 11-19).

(11) Regarding claim 45:

Nakano et al. further disclose a map information method (column 11, line 29-30), where the map information has the matching data (column 12, line 44-45) including the plurality of point information that has the coordinates information and the unique point information and represents the predetermined points (column 16, line 10-11), the segment information that has the unique segment information and connects the pair of point information (column 13, line 17), (the links are read as segment information, representing the road with the point information and the segment information), and

including a plurality of matching mesh information divided into predetermined areas (column 13, line 15-17), (the connection among the nodes and links is read as a plurality mesh), and a display data including an element data for an element constituting the map of a predetermined area (column 12, line 10-13) corresponding to the matching data (column 12, line 44-45),

the map information processing method (column 11, line 29-30) executed by the computing section, comprising the steps of:

acquiring a current position information for a current position (column 11, line 47-48) of the movable body.

searching a travel route on which the movable body travels (column 16, line 46-48) with use of the matching data (column 11, line 44-45) based on the current position information and the destination information (column 16, line 10-11); and

distributing a matching mesh information including the point information and the segment information that represent the road corresponding to the searched travel route (column 20, line 11-16) and a display mesh information corresponding to an area other than the area represented by the matching mesh information together with information for the travel route (column 12, line 11-13) over the network (column 21, line 65-67).

However, Nakano et al. do not explicitly mention the acquiring of a destination to which the movable body travels.

Smith et al. teach the acquiring of a destination to which the movable body travels (col. 25, lines 60-65

It is desirable to develop navigation function that exploits the geographic database in improved way. The Smith et al. approach, where acquiring of a destination to which the movable body travels is to achieve this goal. Therefore, it would have been obvious to one having ordinary skill in the art at the time of the invention, to apply the Smith et al. teaching, where acquiring a destination to which the movable body travels, with the Nakano et al. navigation system, because such combination develops navigation function that exploits the geographic database in improved way (col. 4, lines 8-14).

10. Claim 30 is rejected under 35 U.S.C. 103(a) as being unpatentable over Ichikawa (US 6,351,707) in view of Nakano et al. (US 6,430,499) and Smith et al. (US 6,184,823).

Ichikawa discloses image information processing system (column 2, line 17-22), comprising:

a map information acquiring section that acquires at least a point information out of a map information from a recording medium that stores the map information (column 8, line 6-7) including a plurality of point information that has a coordinates information and a unique point information and represents predetermined points (column 4, line 30-32), and a segment information that has a unique segment information and connects the pair of point information (column 4, line 55-58), (the segment information is read as link), and representing a road with the point information and the segment information (column 4, line 30-32, and line 55-57), the point information further having a flag

information that shows a relation of the point information with other point information according to the determination whether the represented points are identical or not and represents the road arrangement (column 5, line 11-16); and

a coordinates matching section that recognizes the relation of the point information with other point information based on the flag information of the point information acquired by the map information acquiring section and recognizes the road arrangement (column 7, line 36-45),

the system, further comprising:

a terminal unit that acquires the road arrangement recognized by the map information processing device over a network (column 8, line 6-10).

However, Ichikawa does not mention explicitly that the one bit flag information, and a current position acquiring section that acquires a current position of the movable body information for the current position; a destination information acquiring section that acquires a destination to which the movable body travels; and a search section that searches for a travel route on which the movable body travels based on the current position and the destination using the matching data.

(a) Obviousness in view of Nakano et al

Nakano et al. a current position acquiring section that acquires a current position for the current position (col. 11, lines 41-43, and line 47-48); and a search section that searches for travel route on which the movable body travels based on the current position and the destination using the matching data (col. 16, lines 5-11).

It is desirable to reduce the amount of digital cartographic data without impairing a function of an application using the cartographic data. The Nakano et al. approach, where acquiring the current position of the vehicle is to achieve this goal. Therefore, it would have been obvious to one having ordinary skill in the art at the time of the invention, to apply the Nakano et al. teaching, where acquiring the current position of the vehicle, with the Ichikawa's navigation system, because such combination reduces the amount of digital cartographic data without impairing a function of an application using the cartographic data (col. 4, lines 1-7).

(b) Obviousness in view of Smith et al

Smith et al. teach the acquiring of a destination to which the movable body travels (col. 25, lines 60-65), and the flag information that shows with one-bit a relation of the point information with other point information according to the determination whether the represented points are identical or not (col. 23, lines 54-60) and represents the road arrangement (col. 23, lines 60-62).

It is desirable to develop navigation function that exploits the geographic database in improved way. The Smith et al. approach, where using one-bit flag is to achieve this goal. Therefore, it would have been obvious to one having ordinary skill in the art at the time of the invention, to apply the Smith et al. teaching of one-bit flag, with the combination Ichikawa and Nakano et al., because such feature develops navigation function that exploits the geographic database in improved way (col. 4, lines 8-14).

Contact Information:

11. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Amara Abdi whose telephone number is (571)270-1670. The examiner can normally be reached on Monday through Friday 8:00 Am to 4:00 PM E.T..

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Jingge Wu can be reached on (571) 272-7429. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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/Jingge Wu/
Supervisory Patent Examiner, Art Unit 2624

/Amara Abdi/
Examiner, Art Unit 2624